

AD instructions take precedence over the service bulletin instructions. The proposed AD will require installing the clevis bolt, regardless of the condition of the current part.

To prevent failure of the flap handle attach bolt and sudden retraction of the flaps, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Measure the cable mounting attach hole diameter and enlarge the hole to .316 of an inch diameter. If the diameter of the cable mount attach hole is larger than .316 of an inch, prior to further flight, replace the flap lever handle (refer to the applicable illustrated parts catalog for part number), in accordance with Piper SB No. 965, dated September 1, 1993.

(b) Install a new bushing (Piper Part Number (P/N) 63900-174) into the cable mounting attach hole, in accordance with Piper SB No. 965, dated September 1, 1993.

(c) Replace the flap lever handle attach bolt with a new clevis bolt (Piper P/N 400 673) in accordance with Piper SB No. 965, dated September 1, 1993.

(d) Inspect, and if damaged, prior to further flight, replace the washer (P/N 407-584), nut (P/N 404-392), and cotter pin (P/N 424-051) as applicable in accordance with Piper SB No. 965, dated September 1, 1993.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to The New Piper Aircraft, Inc., Attn: Customer Service, 2629 Piper Dr., Vero Beach, Florida, 32960; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 6, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25438 Filed 10-12-95; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

31 CFR Part 103

RIN 1506-AA13

Proposed Amendment to the Bank Secrecy Act Regulations—Requirement To Report Suspicious Transactions

AGENCY: Financial Crimes Enforcement Network, Treasury.

ACTION: Notice of extension of time for submission of comments.

SUMMARY: This document extends until November 13, 1995, the deadline for the submission of comments on the Notice of Proposed Rulemaking to require banks to file with the Financial Crimes Enforcement Network reports of suspicious transactions under the Bank Secrecy Act. The extension is intended to facilitate the submission of comments on the notice without delaying implementation of the suspicious transaction reporting system. The notice was published in the Federal Register on September 7, 1995 (60 FR 46556) and comments were to be received on or before October 10, 1995.

DATES: Comments must be submitted on or before November 13, 1995.

ADDRESSES: Comments should be sent to: Office of Regulatory Policy and Enforcement, Financial Crimes Enforcement Network, Department of the Treasury, 2070 Chain Bridge Road, Vienna, VA 22182, Attention: NPRM—Suspicious Transaction Reporting. Comments received will be available for public inspection and copying at the Treasury Department Library, Room 5030, 1500 Pennsylvania Avenue NW., Washington, DC 20220.

FOR FURTHER INFORMATION CONTACT: Charles Klingman, Office of Financial Institutions Policy, FinCEN, at (703) 905-3920, or Joseph M. Myers, Attorney-Advisor, Office of Legal Counsel, FinCEN, at (703) 905-3590.

SUPPLEMENTARY INFORMATION: The Annunzio-Wylie Anti-Money Laundering Act, Title XV of the Housing and Community Development Act of 1992, Pub. L. 102-550, and the Money Laundering Suppression Act of 1994, Title IV of the Riegle Community Development and Regulatory Improvement Act of 1994, Pub. L. 103-325, amended the Bank Secrecy Act to grant Treasury authority to require reporting of suspicious transactions and to require Treasury to designate a single government recipient for reports of suspicious transactions. FinCEN has been working with the Office of the Comptroller of the Currency (the

“OCC”), the Board of Governors of the Federal Reserve System (the “Board”), the Federal Deposit Insurance Corporation (the “FDIC”), the Office of Thrift Supervision (the “OTS”), and the National Credit Union Administration (the “NCUA”) to create a single coordinated process for the reporting of suspicious transactions under the Bank Secrecy Act and known or suspected criminal violations involving financial institutions under the regulations of those agencies.

FinCEN published a notice of proposed rulemaking relating to the suspicious transaction reporting system on September 7, 1995. The notice invited comments from interested parties and requested that they address specific questions. Because all of the agencies were working to implement the system in October, 1995, and because FinCEN's notice related closely to notices already issued by the Board and the OCC, comments were requested by October 10, 1995.

The agencies involved in creating the suspicious transaction reporting system have postponed the target date for the system to become operable until December 15, 1995. The FDIC, whose notice of proposed rulemaking was published on September 14, 1995, has already stated its intention to accept comments through November 13, 1995. All of the agencies involved in the system are working together to review comments as they are submitted and harmonize the proposed rules. Accordingly, given the fact that extending the time to the end of the FDIC's period will not delay implementation of the system, FinCEN has determined to extend the comment period until November 13, 1995.

Dated: October 10, 1995.

William F. Baity,

Acting Director, Financial Crimes Enforcement Network.

[FR Doc. 95-25570 Filed 10-12-95; 8:45 am]

BILLING CODE 4820-03-P

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 110**

[CGD07-95-033]

RIN 2115-AA98

Special Anchorage Areas; Herb River, Thunderbolt, GA; Bull River, Savannah, GA; South Channel Savannah River East, Savannah, GA; South Channel Savannah River West, Savannah, GA; Calibogue Sound, Hilton Head, SC; May River, Hilton Head, SC

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish temporary special anchorage areas during the 1996 Centennial Olympic Games. The Coast Guard expects a significant number of spectator vessels to participate in the festivities surrounding the 1996 Olympic Games. By designating special anchorage areas, which will be administered by Georgia and South Carolina, the Coast Guard expects to minimize the problems associated with a large congestion of boaters in the area.

DATES: Comments must be received on or before December 12, 1995.

ADDRESSES: Comments should be mailed to the Captain of the Port Savannah, P.O. Box 8191, Marine Safety Office Savannah, Georgia 31412-8191. The comments will be available for inspection and copying at 222 W. Oglethorpe Ave., Suite 402, Savannah, GA between 9 a.m. and 3 p.m., Monday through Friday, except federal holidays. Comments may also be hand delivered to this address.

FOR FURTHER INFORMATION CONTACT: LT Jeff Simmerman, Tel: (912) 652-4353.

SUPPLEMENTARY INFORMATION: Interested persons are invited to participate in this rulemaking by submitting written views, data, or arguments. Persons submitting comments should include their names and addresses, identify this notice (CGD07-95-033) and the specific section of this proposal to which their comments apply, and give reasons for each comment. The regulations may be changed in the light of comments received. All comments received before the expiration of the comment period will be considered before final action is taken on this proposal. A meeting was held on July 27, 1995 at 7 p.m. at the Juliet Low Federal Building in Savannah, Georgia. Approximately eight persons attended. These individuals

voice no concerns or opinions over the proposed regulations.

No public hearing is planned, but one may be held if the written requests for a hearing are received, and it is determined that the opportunity to make oral presentations will aid the rulemaking process.

Drafting Information

The drafters of these regulations are LT J.A. Simmerman, project officer for the Captain of the Port Savannah, Georgia, and LTJG J. Diaz, project attorney, Seventh Coast District Legal Office.

Discussion of Proposed Regulations

Approximately 1,000 to 5,000 spectators vessels are expected to arrive and participate in the festivities of the 1996 Olympic sailing competition. The Coast Guard proposes to establish six special anchorage areas to alleviate the problems of a large congestion of recreational boats in a small area. By designating these special anchorage areas that are administered by Georgia and South Carolina the Coast Guard anticipates minimizing the associated problems with security and pollution, as well as the commercial congestion that a large influx of boaters might cause on the area. These proposed special anchorage areas provide that vessels no more than sixty-five feet in length when anchored at any special anchorage area shall not be required to carry or exhibit the white anchor lights required by the Navigation Rules.

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this proposal and has determined pursuant to Section 2.B.2. of Commandant Instruction M16475.1B, that this action is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist are available in the docket for inspection or copying at the same location listed in **ADDRESSES**.

Regulatory Evaluation

This proposal is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not

require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order.

It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The proposed special anchorage areas described in this notice will be established for a limited time period to help accommodate spectator vessels that arrive in the port of Savannah for the 1996 Olympic Games.

Since the impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 110

Anchorage ground.

Regulations

In consideration of the foregoing, the Coast Guard proposes to amend Part 110 of Title 33, Code of Federal Regulations, as follows:

PART 110—ANCHORAGE REGULATIONS

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05-1(g). Section 110.1a and each section listed in 110.1a are also issued under 33 U.S.C. 1223 and 1231.

2. Section 110.T72e is added to read as follows:

§ 110.T72e Savannah Olympic Anchorage Areas, GA.

The following locations are special anchorage areas:

(a) *Herb River Anchorage.* The waters in the Herb River within the area bounded at the latitude 32°01'.2" N extending south to a line at latitude 32°00'.0" N.

(b) *Bull River Anchorage.* The waters of the Bull River within the area bounded at latitude 32°02'.2" N east to a line at latitude 31°59'.7" N across Bull River.

(c) *South Channel of the Savannah River West Anchorage.* The waters of the South Channel of The Savannah River lying between latitude 32°04'.1" N extending east to a line of longitude 080°54'.9" W in the vicinity of the Fort Pulaski Bridge.

(d) *South Channel of the Savannah River East Anchorage.* The waters of the South Channel of The Savannah River lying east of the Fort Pulaski Bridge beginning at longitude 080°54'.9" W extending east to longitude 080°53'.9" W across South Channel.

(e) *Calibogue Sound Anchorage.* The waters of the Calibogue Sound lying within the following coordinates, the area west of the west shore of Hilton Head Island; starting at 32°08'12.0" N, 080°48'55.0" W; thence to 32°08'12.0" N, 080°49'13.0" W; thence to 32°06'50.0" N, 080°49'55.0" W; thence to 32°06'50.0" N, 080°49'43.0" W; back north on the west shore of Hilton Head Island to the point of beginning.

(f) *May River Anchorage.* The waters of the May River within the following coordinates, the area north of the north shore of Bull Island; starting at 32°11'45.0" N, 080°48'03.0" W; thence to 32°11'56.0" N, 080°48'02.0" W; thence to 32°12'06.0" N, 080°48'17.0" W; thence to 32°12'38.0" N, 080°49'35.0" W; thence to 32°12'14.0" N, 080°49'43.0" W; back east along the north shore of Bull Island to the point of beginning.

Datum: NAD 1983.

Dated: September 17, 1995.

Roger T. Rufe, Jr.,

*Rear Admiral, U.S. Coast Guard Commander,
Seventh Coast Guard District.*

[FR Doc. 95-25457 Filed 10-12-95; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 162

[CGD09-95-027]

Temporary Speed Limits for the St. Marys River

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to make a temporary amendment to the speed limits for the St. Marys River during the 1995-96 icebreaking season. This amendment will reduce the speed limit by 2 miles per hour through that part of the system, between Munuscong Lake Lighted Buoy 8 (LLNR 13065) and Lake Nicolet Light 80 (LLNR 13465) upbound and between Lake Nicolet Light 80 (LLNR 13465) and West Neebish Channel Light 9 (LLNR 13715) downbound. These temporary changes to the speed regulations are a precautionary measure to minimize any possible damage to the environment due to movement of large commercial vessels through the ice.

DATES: Comments must be received on or before November 13, 1995.

ADDRESSES: Comments should be mailed to Commanding Officer, U.S. Coast Guard, Vessel Traffic Service, 337 Water Street, Sault Ste. Marie, MI 49783. The comments will be available for inspection and copying at the Coast Guard Vessel Traffic Service, 337 Water Street, Sault Ste. Marie, Michigan. Normal office hours are between 8 a.m. and 4 p.m., Monday through Friday, except holidays. Comments may also be hand delivered to this address.

FOR FURTHER INFORMATION CONTACT: Lieutenant Eric Ensign, U.S. Coast Guard, Group Sault Ste. Marie, 337 Water Street, Sault Ste. Marie, Michigan, 49783, (906) 635-3303.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their name and address, identify this rulemaking [CGD09-95-027] and the specific section of this proposal to which each comment applies, and give a reason for each comment. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Project Officer at the address under **ADDRESSES**. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the Federal Register.

Discussion of Proposed Regulations

In a letter received on February 26, 1993, the Michigan Department of Natural Resources advised the Commander of the Ninth Coast Guard District of concerns over the environmental impact of ship transits through the St. Marys River during the period of March 21 to April 1. April 1 is the nominal date for the opening of the locks at Sault Ste. Marie, which allows large commercial shipping access to the St. Marys River from Lake Superior. In accordance with an agreement reached on June 29, 1993, with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the Michigan Department of Natural Resources, the Commander of the Ninth Coast Guard District is making this temporary change to the speed regulations during periods when ice breaking is being conducted in the vicinity of Neebish Island, St. Marys River, Michigan, as a precautionary

measure to minimize any possible damage to the environment. The speed limit is being reduced by 2 statute miles per hour in the area between Munuscong Lake Lighted Buoy 8 (LLNR 13065) and Lake Nicolet Light 80 (LLNR 13465), upbound, and between Lake Nicolet Light 80 (LLNR 13465) and Munuscong Lake Light 9 (LLNR 13715), downbound. The Light 9 checkpoint has been added to extend the reduced speed limit area past Winter Point, thereby protecting the sensitive environment between Winter Point and Light 9. Speed limits apply to the average speed between established reporting points.

The comment period for this proposal is less than 60 days to allow the public an opportunity to comment on the proposal, yet still provide adequate time for a final rule to be published before the beginning of the ice breaking season. The Coast Guard has established temporary changes in speed limits on the St. Marys River during icebreaking season for several years and therefore it is the Coast Guard's view that 30 days provides adequate opportunity for public comment on this proposal.

Drafting Information

The drafter of this regulation is Lieutenant Eric Ensign, Project Officer, U.S. Coast Guard, Vessel Traffic Service Sault Ste. Marie, Michigan and Lieutenant Charles D. Dahill, Project Attorney, Ninth Coast Guard District Legal Office.

Federalism Implications

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

A recent environmental impact study by the United States Army Corps of Engineers indicated that March 21 is the optimal opening date. [see U.S. Army Corps of Engineers Draft Environmental Impact Statement, Opening Operations of the Lock Facilities on March 21 (February 1993), Supplement III to the Final Environmental Impact Statement, Operations, Maintenance, and Minor Improvements of the Federal Facilities at Sault Ste. Marie, Michigan (July 1977)]. The same study by the Corps of Engineers indicates that there is no significant impact on fish populations due to movement of large commercial vessels through the ice. However, the Michigan Department of Natural Resources asserts that there may be such an impact during the early period of